

On the other hand, the Managed Lanes Project as envisioned in the draft study is likely to have several adverse impacts on bicycle and pedestrian transportation across I-495 and I-270, especially in Prince George's County. In many locations, these two interstate highways are significant barriers to bicycle and pedestrian transportation because they cannot be safely or conveniently crossed. During the last few decades, state and local governments have been gradually mitigating these barriers by building pedestrian bridges over the highways and trails that cross underneath the highways, and by retrofitting interchanges with improved bike-ped accommodation. Additional improvements are included in approved plans or are under

- Trails crossing under the Capital Beltway along Little Paint Branch and Henson Creek, originally proposed to MDOT during the 2000's (EIS and 4f implications);
- A trail crossing the Capital Beltway at Southwest Branch (EIS and 4f implications);
- A planned pedestrian bridge over the Capital Beltway connecting Whitfield Chapel Park to the New Carrollton Station (EIS and 4f implications);



- Possible pedestrian bridges as part of the Central Avenue Trail north of Central Avenue, between Woodmore Town center and the former Landover Mall site, and east of MD 201;
- The planned extension of the WB&A Trail over the Capital Beltway along the MD 704 bridge;
- Sidepaths at the Capital Beltway interchanges with MD 210, MD 4, MD 202, MD 193, MD 201, and US 1;
- Sidepaths along Cherry Hill Rd and Arena Drive Temple Hill Road over the Capital Beltway;
- Sidepaths along Rhode Island Avenue, MD 193, MD 450, Richie Marlboro Road, and Suitland Parkway under the Capital Beltway;
- Widening sidewalks over the Capital Beltway along Fernwood and Greentree roads;
- Adding sidewalks to one or both sides of bridges where Bradley Boulevard, Rockville Pike, and Persimmon Tree Road cross over the Capital Beltway;

The EIS should also consider the MNCPPC list of Master-Planned Bicycle-Pedestrian Accommodations and the Capital Trails Network.

Finally, the committee is concerned that the DEIS fails to answer a number of key questions concerning the potential impacts on bike-ped safety. What measures (if any) will be taken at the highway ramps to mitigate potential hazards from the anticipated increase in motor vehicle traffic? What will be the impact of the new ramps that lead directly to the toll lanes? Will the absence of toll-road ramps at some interchanges increase the traffic on roads parallel to the managed lanes, and thereby create additional hazards to bicycles and pedestrians, or will the project take measures to avoid such hazards?

We appreciate the opportunity to provide our comments on the draft Managed Lanes Project and look forward to seeing the next version of this important analysis.

Yours truly,

A handwritten signature in blue ink, which appears to read "Jonathan B. Morrison".

Jonathan B. Morrison, Chairperson